

wherein the aminocarbamate and the amine have a weight ratio in the range of 6:1 to 1:6.

a<sup>1</sup>  
2. (Once Amended) The concentrate of Claim 1, in which the weight ratio of the hydrocarbyl poly(oxyalkylene) aminocarbamate to the hydrocarbyl amine of formula R-NH<sub>2</sub> is in the range 1:1 to 1:2.

a<sup>2</sup>  
7. (Once Amended) A gasoline composition comprising:  
a major amount of a gasoline suitable for use in a spark ignition engine; and,  
a minor amount of additive concentrate comprising:  
an oil soluble hydrocarbyl poly(oxyalkylene) aminocarbamate having a number average molecular weight ( $M_n$ ) in the range 600 to 10,000 with at least one basic nitrogen atom wherein the hydrocarbyl substituent contains 1-30 carbon atoms; and,  
an oil soluble hydrocarbyl amine of formula R-NH<sub>2</sub> wherein R represents a group R' or a group R'-CH<sub>2</sub>-, wherein R' represents a hydrocarbyl group having a number average molecular weight ( $M_n$ ) in the range 750 to 6,000  
wherein the aminocarbamate and the amine have a weight ratio in the range of 6:1 to 1:6.

a<sup>3</sup>  
9. (Once Amended) The gasoline composition of claim 8 in which the weight ratio of the hydrocarbyl poly(oxyalkylene) aminocarbamate to the hydrocarbyl amine of formula R-NH<sub>2</sub> is in the range 1:1 to 1:2.

13. (Once Amended) A process for the preparation of a gasoline composition which comprises:

a<sup>4</sup>  
adding to gasoline an additive concentrate comprising:  
an oil soluble hydrocarbyl poly(oxyalkylene) aminocarbamate having a number average molecular weight ( $M_n$ ) in the range 600 to 10,000 with at least one basic nitrogen atom wherein the hydrocarbyl substituent contains 1-30 carbon atoms; and,  
an oil soluble hydrocarbyl amine of formula R-NH<sub>2</sub> wherein R represents a group R' or a group R'-CH<sub>2</sub>-, wherein R' represents a hydrocarbyl group having a number average molecular weight ( $M_n$ ) in the range 750 to 6,000  
wherein the aminocarbamate and the amine have a weight ratio in the range of 6:1 to 1:6.

a<sup>5</sup>  
15. (Once Amended) The process of Claim 13 in which the weight ratio of the hydrocarbyl poly(oxyalkylene) aminocarbamate to the hydrocarbyl amine of formula R-NH<sub>2</sub> is in the range 1:1 to 1:2.

18. (Once Amended) A method of operating a spark-ignition internal combustion engine which comprises introducing into the combustion chambers of said engine a gasoline composition comprising:

a major amount of a gasoline suitable for use in a spark ignition engine; and,

a minor amount of additive concentrate comprising:

an oil soluble hydrocarbyl poly(oxyalkylene) aminocarbamate having a number average molecular weight ( $M_n$ ) in the range 600 to 10,000 with at least one basic nitrogen atom wherein the hydrocarbyl substituent contains 1-30 carbon atoms; and,

an oil soluble hydrocarbyl amine of formula  $R-NH_2$  wherein R represents a group R' or a group  $R'-CH_2-$ , wherein R' represents a hydrocarbyl group having a number average molecular weight ( $M_n$ ) in the range 750 to 6,000

wherein the aminocarbamate and the amine have a weight ratio in the range of 6:1 to 1:6.

20. (Once Amended) The method of Claim 18 in which the weight ratio of the hydrocarbyl poly(oxyalkylene) aminocarbamate to the hydrocarbyl amine of formula  $R-NH_2$  is in the range 1:1 to 1:2.

#### REMARKS CONCERNING PRIOR ART

Claims 1-22 were rejected under 35 USC §103(a) as being unpatentable over Fuentes-Afflick et al, US Patent 6,203,584 B1 ('584). This rejection is respectfully traversed for the following reasons. The '584 reference teaches the combination of an amine plus an ester for reducing friction and fuel consumption in an internal combustion engine. The instant application teaches a hydrocarbyl poly(oxyalkylene) aminocarbamate and a hydrocarbyl amine for improving storage stability characteristics. The '584 reference does not teach the combination of amines in the ratios of the instant application and does not discuss storage stability. Therefore, the compositions of the instant application are not a combination of two compositions taught by the prior art to be useful for the same purpose, in order to form a third composition useful for the very same purpose. The instant application is not directed toward friction reduction as in the reference, therefore the purposes are not the same and it would not have been obvious to one skilled in the art to make the composition in the instant application.